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ministrators, these studies are of particular value. A sentence in the introduction truly summarizes the underlying thought of the essays: "Through them run the notions of utilitarian idealism, constructive research, class partnership and administrative efficiency—a programme of progressive labor within social organization." No person interested in economic or in labor history can afford to be without this volume.

ALEXANDER FLEISHER.

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DEWSNUP, E. R. *Freight Classification*, 4 vols., pp. ii, 304; TRIMPE, W. A. *Freight Claims*, pp. 62; MORTON, J. F. *Routing Freight Shipments*, pp. 27; STROMBECK, J. F. *Reducing Freight Charges to a Minimum*, pp. 68. Chicago: La Salle Extension University, 1913.

In addition to the *Atlas of Railway Traffic Maps*, previously mentioned in THE ANNALS, the La Salle Extension University has issued the above-named treatises on freight classification, freight claims, freight routing, and reducing freight charges. They are among the various lessons of an extensive course on interstate commerce now being prepared under the direction of that institution.

The description of freight classification was written by Prof. E. R. Dews-nup of the University of Illinois. After describing briefly the past development of classification it outlines in full the present application of the Official, Southern and Western classifications, the manner in which classifications are made, and the rules contained in the classification books. Volume four contains in convenient form for the use of students a series of appendices explaining territorial and technical traffic terms, abbreviations used in traffic publications, and the application of the leading classifications.

The remaining lessons are briefer and are presented in a more technical form. Mr. W. A. Trimpe of the Chicago bar describes the nature and kinds of freight claims, how, by whom, and to whom they are presented, the forms and documents used in making claims, and the manner in which they are handled. The lesson on reducing freight charges to a minimum was prepared by Mr. J. F. Strombeck, president of the Strombeck-Becker Manufacturing Company. It points out the methods by which shippers may assure to themselves the lowest available freight charges. Mr. J. F. Morton, assistant traffic director of the Chicago Association of Commerce in the lecture on routing freight shipments briefly discusses the ways in which the proper routing of freight benefits shippers. Being especially designed to assist young men who expect to enter or have entered some one of the many branches of interstate commerce, these lessons though brief are essentially practical.

GROVER G. HUEBNER.

*University of Pennsylvania.*

DUNN, SAMUEL O. *Government Ownership of Railways*. Pp. vii, 400. Price, \$1.50. New York: D. Appleton and Company, 1913.

Mr. Dunn's book is a readable and clear presentation of issues that will confront the public in this country, if government ownership and management

of the railways should be undertaken. The considerations involved have long needed a popular treatment—one that would not be wrapped in the obscurity that envelops many scholarly works on the problem of transportation. Perhaps a readable and condensed book of this sort will be of more service than the published results of many exhaustive investigations.

The examination which the author makes of the interaction of politics and railways owned by the government is most useful at the present time. In general discussions, particularly, the probable growth of corrupt relations between railway officials and public servants, under either government or private ownership, has been the subject of many carelessly sweeping statements. A glance at the evidence bearing on this matter which Mr. Dunn brings forward will tend to make unqualified assertions somewhat less common than they have been. Economists and students of railway matters have learned caution in forming or expressing opinions; popular prophecies should become more balanced if such books are widely read as this deserves to be. The author's concluding decision is definitely against government ownership; and he reaches it, after a fair and critical weighing of available evidence, without any of the labored arguments from analogy that have been customary in popular works on the subject, and have served to darken counsel.

There are few situations where public ownership and private operation exist. A rather full notice of this possible solution would not have been out of place. Abuses of delegated powers of ownership, rather than of pure operation, have made the present situation acute. Present evolutionary tendencies however point to government ownership and operation and possibly call for a consideration of government operation, as well as ownership, rather than of the possible outcome just indicated.

A. A. OSBORNE.

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FERGUSON, WILLIAM SCOTT. *Greek Imperialism.* Pp. xiv, 258. Price \$2.00. Boston: Houghton, Mifflin Company, 1913.

This book contains a course of six Lowell Institute lectures delivered in February, 1913, to which a seventh has been added to make the list of Greek experiments in imperialism complete. It traces the development of imperialistic ideas and practice in the empires of Athens, Sparta, Alexander, the Ptolemies, Seleucids, and Antigonids, from the germinant form in the city-state, through the deification of rulers as a bond of interstate union, to the nice balance of the federal system, and makes clear the manner in which the Greeks prepared the way for the unification of the world under the empire of Rome. The judicious selection of material and the clear and well-balanced treatment reveal fullness of knowledge and penetrating insight into historical processes. Such a guide-book has value for the student of ancient history and government, and is a timely aid to the general reader in view of present-day tendencies and discussions, for it corrects widespread misconceptions as to what Greek governments really were, and as to the causes of the metamorphosis of city-states from ultimate to constituent political units. Some readers will be surprised to learn that there was "no such thing in Athens as the final settlement